

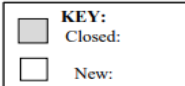
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I-5 Yesler Wayt of Northgate Vic- Pavement, Deck, Joints, and Drainage

XE3452

12/08/2023

Item #	RFP Section	Date Submitted to WSDOT	Comment/Question	WSDOT Response
1	2.7.3.2.1	11/13/23	TR 2.7.3.2.1 calls out 2,00 feet of cracks to be sealed. Can WSDOT provide the specific location of the 2,000 feet of crack sealing?	Refer to section 2.7.3.2.1 lines 8 to 15.
2	Appendix J	11/13/23	Can WSDOT provide Falling Weight Deflectometer (FWD) information that provides subgrade resilient modulus data for the corridor? This would be helpful in indentifying soil conditions throughout the project	There is no FWD information for the Project.
3	Paving Plans and Appendix J-3	11/13/23	Paving plans PV18 to PV20 (MP 169.61 to MP 169.84) calls for partial cement conc. panel removal and replacement with HMA new full depth pavement. The typical section on RS1 calls out the depth of new HMA full depth pavementof 0.15' HMA Class 1/2", PG 58H-22 (final lift)/ 0.60' HMA Class 1/2", PG 58-22/0.75' of Roadway Excavation Incl. Haul. The Pavement Design Report (starting on pag 6 of 17) calls out a pavement section of: 0.15/ HMA Class 1/2", PG 58H-22 (fnal lift)/ 0.25' HMA Class 1/2", PG 58H-22/ 0.70' HMA Class 1/2", PG 58H-22 (two lifts)/ 0.35' CSBC. As there is a conflict, which pavement section will be required?	Corrections will be provided in an addendum.
4	Appendix J-3	11/13/23	The Pavement Design Report (starting on page 5 of 17) calls out for the SB I-5 Mainline Concrete Pavement Rehabilitation (MP 165.28 to MP 168.34) should be constructed with a pavement seciton of 0.75' PCCP with epoxy coated dowel bars and the CSBC thickness will vary to correct profile of the subgrade. Is there a minimum required CSBC thickness?	Refer to section 2.7.3.1.1, page 2.7-3, line 27.
5	2.7.3.1.1	11/15/2023	The work described under the heading " Southbound I-5 Adjacent to NE Ravenna Boulevard On-Ramp " includes a minimum 48 inch full depth removal and replacement as well as the requirement to "Grind the top 0.15 feet of existing HMA on the NE Ravenna Boulevard on-ramp from 1 foot outside the edge line to the edge of excavated pavement.". The limits of this grinding are not shown on Conceptual Plan sheets PV19, PV20, PV21. What are the limits of the grinding and 0.15 foot overlay? Is the 48" removal entirely within the existing CCP or is the removal a combination of existing CCP and existing HMA shoulder?	Clarification will be provided in an addendum.
6	2.11.3.1	11/20/23	Section 2.11.3.1 of the RFP, lines 23-24, states, "In Location C, transition the crown line between the relocated crown line in Location B and the existing crown line not at the edge of lane." This is implying that pavement work is required in Location C besides what is stated in Section 2.1.1.4, page 2.1-4 line 22 to page 2.1-5 line 19, and Section 2.11.3.1, page 2.11-2 lines 25-28. No other section of the RFP mentions paving work for this portion of Location C. Please confirm that this additional paving work is part of the contract.	Please refer to section 2.11.3.1, page 2.11-2 lines 21-24. 2.1 will be revised and included in an addendum.
7	2.13.1 & 2.13.5	11/20/23	Section 2.13.1 and 2.13.5 reference standard specification 6-09 of the Standard Specifications for a Modified Concrete Overlay; however 6-09 in the 2024 Standard Specifications(appendix B2) is vacant.	It will be clarified in an addendum.
8	2.18.4.5	11/27/23	RFP Section 2.18.4.5 Line 21-23 asks Design-Builder to rebuild several existing ramp meters. Please confirm the scope and extent of the "rebuild" work, for example, do we need to replace the pole, loops, and cabinets and do we need to provide maintenance pullouts per latest NW region ITS design standards? On Page 2.18-10, WSDOT mentions 14 ramps that have data station without description of the scope of work. Please clarify what work that WSDOT wants the design builder to complete at these 14 locations (Line 3 - 18 on Page 2.18-10)	It will be clarified in an addendum.

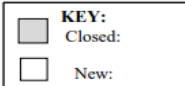


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9	2.21.5	11/27/23	RFP Section 2.21.5 Line 25-30 asks Design-Builder to do capacity assessment for the affected intersections on detour routes. RFP says the analysis threshold volumes shall be determined using the "CURRENT" version of the WSDOT Ramp and Roadway Traffic Volume Report or other data source approved by WSDOT Engineer. The latest version Report that can be found on the WSDOT webiste is 2019. Please provide the CURRENT version or confirm 2019 is the latest version that Design-Builder shall use.	It will be clarified in an addendum.
10	2.17	11/27/23	Appendix M1, conceptual sign plan SG1 does not plot the existing signal pole. Please provide an updated traffic signal conceptual plan with the existing signal pole layer turned on.	It will be included in an addendum.
11	2..17.3	11/27/23	Please provide as-builts for the three SDOT traffic signals included in the RFP section 2.17.3: N Northgate Way & Corliss Avenue N, I-5 Off-ramp & Eastalke Avenue E & John St, and I-5 Mercer Ramps & Fairview Ave N.	If we receive as-builts from SDOT, it will be included in an addendum.
12	2.7.3.3.2	11/17/23	This section requires the Design-Builder to assume a total of 5 percent of bridge deck areas will require Type 1 and Type 2 Deck Repair. The cost and schedule impacts are significantly different between Type 1 and Type 2 Deck Repair. Can you provide a percentage of Type 1 and a percentage of Type 2 Deck Repair we should assume?	The proposers must make their own judgments on these quantities.
13	2.16.3.1 and 2.16.3.5	11/17/23	Section 2.16.3.1 describes the illumination scope as lighting at the Northgate/Corliss intersection and replacement of a transformer at MP 169.98. Section 2.16.3.5 lines 13-16 states "The Design-Builder shall provide illumination at all locations identified as required illumination in Chapter 1040 of the WSDOT Design Manual, Chapter 14 of the Code of Federal Regulations (14 CFR) Part 77, and as specified in these Technical Requirements (TR)." Is a lighting analysis and design required for the entire project limits?	Refer to Section 2.16.3.1 lines 14 to 17. The lighting analysis and design is only required at the Northgate and Corliss intersections.
14	2.18.4.5	11/17/23	Section 2.18.4.5 Lines 5-10 state that if the Design-Builder affects existing loops at existing ramp meters/data stations that the Design-Builder "shall furnish and install all required equipment to rebuild the existing ramp meters and data stations and their associated cabinets in accordance with the WSDOT Northwest Region Intelligent Transportation Systems Design Requirements." For the Ramp P1 (NE Banner Way to NB I-5), the M1 Concept Plans show utilizing existing junction boxes for splicing loops. Is the Design-Builder allowed to re-use existing junction boxes and conduit as part of a ramp meter rebuild?	Per section 2.18.4.5, only the affected equipment will need to be replaced to meet current standards. The design-builder is allowed to re-use existing junction boxes and conduit as part of a ramp meter rebuild if they are not impacted by the Work.
15	2.7.3.1	11/17/23	2.7.3.1 – Pavement Section Pg 2.7-3, line 23, Pavement section for SB mainline is 0.15 over 0.25 over 0.70 HMA over 0.35 CSBC. Plan sheet 3/108 (RS1) section for same area is 0.15 over 0.6 HMA over 0.75 CSBC. Which is correct?	Corrections will be provided in an addendum.
16	2.7.3.1	11/17/23	Pg 2.7-4, line 31 Ramp Pavement Sections This section provides 3 slightly different sections for full reconstruction of the ramps. Plan sheet 64/108 (PV30) notes all ramps as Planing Bituminous Pavement and new HMA Overlay. Which is correct?	Both TR section 2.7.3.2.5 and PV drawings are correct. Please revisit the sections and rephrase your question if you see a conflict.



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17	2.7.3.2.5	11/17/23	2.7.3.2.5 – Planing Bituminous Pavement and Hot Mix Asphalt Overlay Pg 2.7-9, line 20 - overlayed with HMA Class ***1/2-inch, PG 58H-22***. Please confirm class 1/2". The last HMA conference from asphalt institute, WSDOT found class 3/8 mix to be more effective in getting desirable density in such a thin lift. At that time it was stated that all their maintenance program was going to class 3/8.	TR section 2.7.3.2.5 is correct.
18	2.21.5	11/17/23	Pg 2.21-2 line 23, "Design-Builder shall determine detour routes and gain acceptance for detour routes from all stakeholders...." Has the City of Seattle seen the conceptual detour routes contained in Appendix T? Have they provided comments/feedback on those routes?	The conceptual detour routes depicted in Appendix T reflect comments and feedback from City of Seattle staff.
19	2.21.5	11/17/23	Pg 2.21-2 line 28, "Analysis threshold volumes shall be determined using the current version of the WSDOT Ramp and Roadway Traffic Volume Report or other traffic data sources approved by the WSDOT Engineer." The referenced report is not contained in the Appendices and the current version available online contains volumes from 2019. Has WSDOT considered identifying a specific data source referencing a date such that ramp volumes don't change following contract award?	It will be clarified in an addendum.
20	2.21.1	11/17/23	Pg 2.21-1 line 8, "The Design-Builder shall also perform a capacity assessment of each detour route." Can WSDOT provide more detail or an example of what is expected to be contained in a capacity assessment?	See Pg. 2.21-2, line 31. Synchro shall be used for the capacity assessments. Analysis periods will depend on the ramp closure times and durations proposed by the Design-Builder.
21	2.21.1	11/17/23	Pg 2.21-1 line 34, "At a minimum, capacity assessments of affected intersections on detour routes will be required for closures of the following ramps:" Please explain the rationale for not applying the same ramp volume threshold criteria for a capacity assessment to the listed ramps.	The ramps listed on page 2.21-2 lines 36 to 38 and page 2.21 3, lines 1 through 13 were identified by the City of Seattle for capacity assessments due to traffic volumes and other considerations.
22	2.21.5	11/17/23	Pg 2.21-3 line 14, "Based on the capacity assessments, the Design-Builder shall identify traffic signal timing and/or other measures to mitigate impacts of detouring traffic." Can WSDOT and the City of Seattle provide existing/current traffic signal timing plans for all intersections along conceptual detour routes identified in Appendix T?	Signal timing plans for detour routes subject to analyses will be provided following contract award.
23	2.21.1	11/17/23	Can WSDOT provide traffic volume (time of day directional volumes) information for mainline I-5 and SR520 in order for the DB to complete traffic operations analysis to support ATCs associated with revisions to allowable closure hours.	Please refer to https://tracflow.wsdot.wa.gov/ and/or https://data.wsdot.wa.gov/traffic/nw/FreewayData/ for obtaining this information.
24	Plan Sheet BR10	11/17/23	Requires injecting cracks > 1/64". With no means for field inspections to quantify how much cracking there is, the Design-builder is guessing a quantity based on documents that are several years old. Will WSDOT consider providing an estimation of crack length similar to pavement repair quantities?	The proposers must make their own judgments on these quantities.

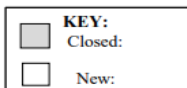
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25	2.7.3	11/17/23	Quantities are defined for crack sealing, pavement repair, cement concrete panel replacement, additional deck repair and concrete panel spall repair. Please confirm that quantities greater than those identified will be paid under 1-04 and not covered by 1-04.7 Differing Site Conditions, where the design-builder is responsible for the first \$500k.	The crack sealing quantities greater than those identified will be paid under 1-04 and not covered by 1-04.7 Differing Site Conditions.
26	2.16.3.6.6	11/17/23	Requires "All existing junction boxes, cable vaults, and pull boxes within the Project Limits and scheduled to remain in place that do not have locking or bolt-down lids shall be replaced." What information/documentation is available to be able to asses the quantity and state of existing boxes and vaults?	There is no inventory of junction boxes.
27	2.19.3.2.4	11/24/23	This section of the RFP states "Existing overhead sign lighting shall be removed as required by the WSDOT Design Manual." Please clarify the intended scope of work. Solely removal of the light itself, or does the also include the lighting arm, conduits and wiring?	It will be included in an addendum.
28	2.21.1	12/1/2023	The scope reference use of mutple traffic software. Synchro, Vissim, Sidra. No analysis model files are provided by WSDOT in the appendix. Are there analysis model files available from the NEPA document or other sources related to this project that can be provided.	Traffic analysis model files have not been developed and are not available for this project.
29	2.14.2.2	12/1/2023	Are the WSDOT Conveyance Design, Flow Spread Analysis, and Sag Inlet Design Spreadsheets approved for use? Is InRoads Storm and Sewer acceptable for conveyance and backwater design?	Yes, please refer to Hydraulic Manual Table 1-2. Hydraulic Manual refers to use Inlet spreadsheet for gutter in Table 1-2. Stormwater sewer sizing - HGL and backwater use StormShed 3G software. Storm Sewer Sizing spreadsheet is allowed for pipe capacity only. See Hydraulic Manual Section 6-4 for details. Yes, please refer to TR Section 2.14.2.1 for the requirements.
30	2.7.3.1.1 pavment sections/Concept plans	12/1/2023	Ramp P1 16639- Northbound I-5 Off ramp to Mercer St- There appears to be joints in the pavement where the structure transitions. Confirm joint type to match sawcut joints.	The structure/bridge number appears to be 5/555N-W (Milepost 166.70). Neither the layout sheet (dated July 1961) nor the most recent inspection report (5/23/23) indicates what the joint may be. WSDOT presumes it's a pavement joint (poured rubber).
31	2.11.4.6-Pedestrian Facilities	12/1/2023	Pedestrian facilities are located within the City of Seattle, which has it's own MEF template. Please confirm WSDOT does not want SDOT MEF documentation for SDOT facilities	Any deviations associated with the ADA facilities that are located within the COS ROW/managed access need to be submitted to COS for approval and the MEF documentation needs to be submitted using the COS MEF template.



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32	2.22.4.3.2.1, Location A - SB I-5 Weekend Lane Closures Table	12/1/2023	Note #1: "Consecutive on-ramp closures will not be allowed..." Does this mean closure of the same on-ramp for two consecutive weekends in a row? Or, does it mean two successive SB on-ramps being closed simultaneously during the same Weekend?	The use of "consecutive" in Section 2.22 refers to geographic location. In this specific case, two consecutive or adjacent southbound on-ramps cannot be closed concurrently during the same weekend lane closure. See pg. 2.22-45, lines 4 to 6 and lines 27 to 30 for further clarification.
33	2.22.4.3.2.1, Location A - SB I-5 Weekend Lane Closures Table	12/1/2023	Note #2: "Consecutive off-ramp closures will not be allowed..." Does this mean closure of the same off-ramp for two consecutive weekends in a row? Or, does it mean two successive SB off-ramps being closed simultaneously during the same Weekend?	The use of "consecutive" in Section 2.22 refers to geographic location. In this specific case, two consecutive or adjacent southbound off-ramps cannot be closed concurrently during the same weekend lane closure. See pg. 2.22-45, lines 4 to 6 and lines 27 to 30 for further clarification.
34	2.22.4.3.2.1, Location A - SB I-5 Weekend Lane Closures Table	12/1/2023	Notes #4 and #5: Can ramps be closed over a weekend without closing an adjacent through-lane if there is no work in that lane? [NOTE : Same question for Locations B (pg. 2.22-24 and 25)]	Weekend ramp closures are only allowed when a ramp closure is required due to weekend lane or weekend roadway closures that block mainline traffic access to or from the ramp.
35	2.22.4.3.5, SB I-5 Allowable Entrance and Exit Ramp Closures Table (pg 2.22-46)	12/1/2023	Note at bottom of Table: "Allowable ramp closures listed in this table are in addition to ramp closures listed elsewhere in this Section." 1) By " <i>this Section</i> " do we mean 2.22.4.3.5, or all of Section 2.22? 2) If the latter, does this mean Mercer St. to SB I-5 On-ramp can be closed 9 times (4 Weekend closures, 5 Nightly closures)?	1) "...this Section." references in the Section 2.22.4.3.5 table notes refers to the entire RFP Section 2.22. 2) The Mercer St. to southbound I-5 on-ramp is allowed to be closed during up to 8 weekend lane closures (Table 2.22-12, Row 2), during up to 12 weekend roadway closures if the ramp is within the mainline roadway closure work zone (Table 2.22-17, Row 2), for up to 30 Calendar days during an Segment A3 linear long-term closure (Table 2.22-18, Row 2), and for up to 10 overnight ramp closures (Table 2.22-24, Row 6).
36	2.22.4.3.2.1, Location A - SB I-5 Weekend Lane Closures Table	12/1/2023	Maximum Number of Closures Allowed (column): Is the number of closures shown for each ramp ? Or, is this the total number of closures for all ramps listed in each row?	The maximum number of closures in Table 2.22-12 refers to the number of mainline weekend lane closures. Each ramp listed in an individual table row could be closed for up to the maximum number of closures allowed for the adjacent mainline roadway, subject to the restrictions in Notes 1 through 5.
37	2.22.4.3.3.1 - Weekend Roadway Closures (pg. 2.22-29)	12/1/2023	Lane closure start times for some categories, do not align with hours shown on similar "Weekend Lane Closures" Table on Pg. 2.22-22. See Start times for: 5-Lane Sections: 2 and 3 lanes closed 4-Lane Sections: 1 and 2 lanes closed 3-Lane Sections: 1 lane closed	The lane closure times for Weekend Lane Closures in Table 2.22-11 (pg. 2.22 23) and for Weekend Roadway Closures in Table 2.22-16 (pg. 2.22-29) are intentionally different. Weekend Lane Closures are allowed starting at 11:30 p.m. Friday night, with a minimum of two mainline lanes remaining open, whereas Weekend Roadway Closures are not allowed to have all mainline lanes closed until 11:59 p.m. Friday night.

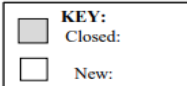
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38	2.7.3.2.2	12/1/2023	The section 2.7.3.2.2 Hot Mix Asphalt Pavement Repair list criteria for pavement repair, and notes the design builder shall show the locations of pavement repair. The section further mentions 1,640 SY of pavement area which has been identified on the conceptual paving plans. Reviewing the conceptual paving plans, we have not seen any of the HMA pavement repair locations. Will the estimated pavement repair locations be shown in a future addendum?	Please refer to 2.7.3.2.2, page 2.7-8 lines 9-11.
39	2.13.1	12/1/2023	Can WSDOT provide the as-built of the 2022 bridge drain replacement at piers 23 and 24?	It will be included in an addendum.
40	Appendix A3	12/1/2023	The BR sheets show an alignment with stationing, this alignment does not appear to show up in the provided .alg files. Can WSDOT provide this alignment?	There are no .alg files available for locations other than those that have been provided.
41	Appendix H4	12/1/2023	Page 4 of the memo states that a bridge dead load rating memo for the proposed drainage system will be submitted to WSDTO State Bridge Office for Approval and included as Attachment 8 once approved. Attachment 8 is missing. Can that be provided?	It will be included in an addendum.
42	Appendix T3	12/1/2023	In Appendix T3, Section 1.8.4.1 states that ITS cabinets must be replaced if they are over 20 years old or do not meet current NWR ITS specifications. Section 2.3.1.2 also requires that existing cameras that are over 10 years old, or are not the current ITS specification must be replaced. Are these replacements required on this Project if they are not impacted? Age of cabinets could be difficult to assess without as-builts.	Per Section 2.18.4.5, Only the affected equipment will need to be replaced to meet current standards.
43	2.20.3.3.1	12/8/2023	This sections states that permanent pavement markings shall be placed at Location A. It also states that contrast striping shall be installed on all new and existing cement concrete pavement at locations where permanent pavement marking is installed as part of the Project. This is the area where pavement panels are being replaced. What is the intent for pavement markings in Location A? Are all pavement markings to be replaced with contrast striping or only replace pavement markings in spots where panels/spall repair take place?	This will be clarified in an addendum.
44	2.20.0	12/8/2023	The RFP is not clear on gore area striping. In locations where the ramp is getting a new overlay beyond the edge striping, the existing gore striping will be impacted approx. 1' beyond the edge line. Is the existing gore line to be extended and reestablished or does the entire gore area get restriped?	This will be clarified in an addendum.

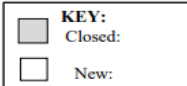


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45	2.11.3.14 Crown Shift	12/8/2023	This section states that "In Location C, the Design-Builder shall transition the crown line from the edge of lane on the Ship Canal Bridge to the existing crown line within the traffic lane by use of removal of exisitng CCP panels and replacement with full depth HMA. The relacement pavement shall be the full width of the traveled way, ..." The work is from MP 169.07 to MP 169.83. The northern end of the Ship Canal Bridge is at MP 169.18. This implies the crown shift work extends 0.65 miles (3,432') into location C requiring the removal of the existing CCP panels and replacement with full depth HMA. Is this the intent of the project? What are the MOT requirements for this work?	It will be included in an addendum.
46	2.13.1	12/4/2023	Item 4 of this section identifies the scope of work to include "Repairing existing expansion joints and adjacent spalls of the lower deck of Bridge 5/570, Lake Washington Ship Canal Bridge." The RFP documents do not identify the damage to these joints and the repairs that are needed, or the exent of the spalling around the joints. Please provide documentation that identifies the damage to the expansion joints and spalling. Otherwise, please define or clarify the scope of repair that is required for these expansion joints.	This will be clarified in an Addendum.
47	Appx A3	12/4/2023	Request WSDOT to provide Mainline I-5 Alignment/Stationing dgn file(s).	No alignment used in design except for Bridge Design.
48	Appx A3	12/4/2023	Please provide surface and topo (contour) dgn file(s) at Northgate Way & Corliss Ave and in Locations A & B	Inroads and Microstation files will be provided for the survey of Northgate Way & Corliss Ave. No survey performed by WSDOT in Locations A and B.
49	2.11.3.3	12/4/2023	Impact Attenuators ***Where an existing impact attenuator is damaged and requires replacement, the Design-Builder shall replace it in accordance with this Section and the WSDOT Design Manual.*** Please clarify that this provision applies only within <i>Design-Builder Maintenance Limit</i> ?	Please refer to page 2.29-1, lines 22-27. Within the Design-Builder Maintenance Limits where an existing impact attenuator is damaged and requires replacement, the Design-Builder shall replace it in accordance with this Section and the WSDOT Design Manual.
50	2.11.3.10	12/4/2023	This section stattes that 1) " <u>All existing pedestrian facilities are impacted by the Project, and shall be modified or replaced</u> to meet the requirements of the WSDOT Design Manual and City of Seattle standards" and 2)"Existing pedestrian facilities within the Project limits, <u>but not physically altered by the Project Work</u> , may be left in place if the characteristics of the pedestrian facility are not altered by a new or changed design element" Please clarify that the second paragraph overrides the first paragraph and facilities not "Impacted"may be protected in place?	This will be clarified in an addendum.

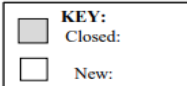


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51	2.11.4.6 2.11.3.10	12/4/2023	<p>2.11.4.6 Pedestrian Facilities Technical Summary "For all existing pedestrian facilities described in this Section, the Design-Builder shall prepare and submit a technical summary to the WSDOT Engineer for Review and Comment, which outlines the pre-Project compliance conditions of all pedestrian facilities. The technical summary shall include the location of each facility; the facility type (e.g., sidewalk, sidewalk ramp, pedestrian access route, bridge, crossing, pedestrian push buttons, Utility lids, etc.)"</p> <p>Please clarify that Technical Summary only applies to existing pedestrian facilities specifically identified in 2.11.3.10 Pedestrian Facilities and locations "physically altered by the Project Work"</p>	Section 2.11.4.6 applies to existing pedestrian facilities identified in 2.11.3.10 Pedestrian Facilities and locations "physically altered by the Project Work."
52	2.14.1	12/4/2023	<p>Stormwater - General "7. Protect, maintain, extend, or replace existing culverts, storm sewer, and associated drainage structures to maintain the existing on-site flows and off-site flows that pass through the Project area, including those that are impacted by the Work, to meet the Mandatory Standards and the requirements of this Section.</p> <p><u>8. Replace, relocate, protect, and maintain the existing stormwater drainage system.</u></p> <p>9. Prepare an analysis of the existing stormwater drainage system that is impacted or modified by the Project and will be replaced, rehabilitated, repaired, modified, or abandoned. "</p> <p>Item #8 is vague and appears to be redundant to #7 and #9. Would WSDOT consider deleting #8.</p>	No, #8 will not be deleted.
53	2.15.5.4 2.29.11.1	12/4/2023	<p>"Architectural Treatments The Design-Builder shall monitor the appearance of the architectural treatments on walls and structures for defects, flaws, or vandalism during the construction and until Physical Completion. <u>Refer to Section 2.29. Maintenance During Construction, relating to maintenance and appearance of architectural treatments.</u> The Design-Builder shall note the defects, flaws, or vandalism, and promptly notify WSDOT. The Design-Builder shall remedy defects, flaws, and vandalism until Physical Completion.</p> <p>Maintenance of Aesthetic Treatment General The Design-Builder shall monitor the appearance of the aesthetic treatments on walls or bridges for any defects, flaws, or vandalism until Physical Completion. The Design-Builder shall note and bring to the WSDOT Engineer's attention defects, flaws, and vandalism. Defects and flaws shall be corrected in accordance with Section 1-05 of the General Provisions. The Design-Builder shall be responsible for cleaning up and restoring property impacted by vandalism until Physical Completion. "</p> <p>Please clarify that the area limits for maintenance of Architectural Treatments is defined by the <i>Design-Builder Maintenance Limits Plan</i> ?</p>	The area limits for maintenance of Architectural Treatments is defined by the Design-Builder Maintenance Limits Plan.

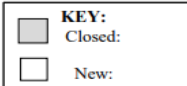


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54	2.16.1 2.16.3.1 2.16.3.5 2.16.3.5.4	12/4/2023	<p>Illumination</p> <p>2.16.1 General The Design-BUILDER shall perform all Work necessary to meet the requirements for temporary and permanent illumination for the Project, including the required illumination specified in Section 1040 of the WSDOT Design Manual (Appendix D), and as specified in this Section.</p> <p>2.16.3.1 General Requirements ***The Design-BUILDER shall preform a lighting analysis at the <u>NE Northgate Way and Corliss Avenue N intersection</u> and modify the existing lighting to meet current lighting requirements as stated in the SDOT Right-of-Way Lighting Level Design Guidelines (Appendix T) due to channelization changes.***</p> <p>2.16.3.5 Permanent Lighting Design Requirements The Design-BUILDER shall provide illumination at all locations identified as required illumination in Chapter 1040 of the WSDOT Design Manual, Chapter 14 of the Code of Federal Regulations (14 CFR) Part 77, and as specified in these Technical Requirements (TR).</p> <p>2.16.3.5.4 Specific Requirements <u>The Design-BUILDER shall provide the following illumination at the NE Northgate Way and Corliss Avenue N intersection:</u></p> <p>1. ***All areas listed under the Required Lighting section of Chapter 1040 of the WSDOT Design Manual, as applicable.</p> <p>2. All areas listed under the SDOT Right-of-Way Lighting Level Design Guidelines (Appendix T).***</p> <p>Please clarify that lighting analysis is isolated as defined in 2.16.3.1 General Requirements and 2.16.3.5.4 Specific Requirements?</p>	This will be clarified in an addendum.
55	2.18.1	12/4/2023	<p>2.18.1 General ***If the Project Work affects existing ITS and/or its components, the Design-BUILDER shall furnish and install all required equipment to rebuild the existing ITS and its components in accordance with the WSDOT Northwest Region Intelligent Transportation Systems Design Requirements (Appendix T).***</p> <p>Please confirm that Items #1 through #9 and #13 through #15 in Section 2.18.1 only refer to when Design-BUILDER affects the existing ITS.</p>	Only the affected equipment will need to be replaced to meet current standards. This will be clarified in an addendum.

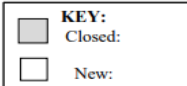


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56	2.18.4.4	12/4/2023	<p>2.18.4.4 Vehicle Detection "The Design-Builder shall provide permanent vehicle detection which measures vehicular volume and lane occupancy on the highway. The Design-Builder shall place permanent mainline detection in accordance with the WSDOT ***Northwest Region Intelligent Transportation Systems Design Requirements***. <u>The Design-Builder shall place permanent detection in all ramps, all auxiliary lanes, and all mainline lanes.</u> The Design-Builder shall maintain and re-establish operation of all loops outside the Project limits if they connect to a controller cabinet within the Project limits. "</p> <p>Please confirm that requirement to place permanent detection is limited to the specific locations delineated in 2.18.4.4.3 Loop Detectors and 2.18.4.5 Ramp Meters/Data Stations?</p>	This will be clarified in an addendum.
57	2.18.5	12/4/2023	<p>2.18.5 Maintenance and Operation of Intelligent Transportation Systems Components "The Design-Builder shall provide maintenance of all existing and new highway ITS components ***within the Project Limits*** until Physical Completion" Please confirm that ITS maintenance confined to within the <i>Design-Builder Maintenance Limits Plan</i>?</p>	Yes, confirmed that ITS maintenance is confined within the Design-Builder Maintenance Limits Plan.
58	2.19.3.2.1	12/4/2023	<p>2.19.1 General ".....The Design-Builder shall be responsible for providing all new signing <u>required for changes made to the roadway geometry</u> or lane configuration.....Existing signs that are not directly affected by other Work as described above shall be replaced as follows: The Design-Builder shall ***protect, preserve, and maintain*** all signs on ***I-5 and all signs at the N Northgate Way and Corliss Avenue N intersection*** within the Project limits. This shall apply to all signs on mainline and ramps. "</p> <p>2.19.3.2.1 Existing Sign Inventory "The Design-Builder shall complete an Existing Sign Inventory using the WSDOT Signing Inventory Form (Appendix T). This inventory shall include, ***but not be limited to,*** <u>all signs within the Project limits and all signs outside the Project limits</u> that will be affected by the Project."</p> <p>2.19.4.1 Preliminary Design Submittal The Design-Builder shall submit the Permanent Signing Plan and the Existing Sign Inventory with the Preliminary Design Submittal ***for the Work at the NE Northgate Way and Corliss Avenue N intersection.***</p> <p>Please clarify that an Existing Sign Inventory as described in 2.19.3.2.1 is required only for signs delineated in 2.19.1 and 2.19.4.1 in specific areas that will be affected by changes in roadway geometry and/or impacted by the Work.</p>	This will be clarified in an addendum.



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59	2.20.3.2 2.20.3.4.3 2.29.4.4	12/4/2023	<p>2.20.3.2 Pavement Markings Performance Requirements ".....The Design-Builder shall test the retroreflective performance of newly applied pavement markings...."</p> <p>2.20.3.4.3 Replacement of Unsatisfactory Pavement Markings "The Design-Builder <u>shall remove and replace pavement markings</u> that meet one or more of the following criteria: "</p> <p>2.29.4.4 Pavement Markings The Design-Builder shall maintain existing and new pavement with painted, plastic, or raised pavement markings. The WSDOT Engineer will notify the Design-Builder when existing markings require refreshing"</p> <p>Please confirm that Section 2.20.3.4.3 only applies to "newly applied pavement markings" descibed in 2.20.3.2. and 2.29.3.4.2 is restricted to within the <i>Design-Builder Maintenance Limits Plan</i></p>	Section 2.20.3.4.3 applies to "newly applied pavement markings" described in 2.20.3.2. and 2.29.4.4 is within the Design-Builder Maintenance Limits Plan.
60	Chapter 1 and 2	12/4/2023	The term "Project limits" is used throughout Chapters 1 and 2 to define the scope of work. However, a definition of "Project limits" is not provided. Please define "Project limits" as it pertains to this RFP.	Will be clarified in an addendum.
61	Addendum 3 & 4	12/15/2023	<p>Addedums #3 and #4 issued updates to certain M1 conceptual drawings. However, revision numbers identified on indivual plan sheets do not appear to match the corresponding addendum in which they were released.</p> <p>For example:</p> <p>Plan sheet RS1 revised and released in addendum #3, has a revision description of Addendum #1. Plan sheet PV20 revised in Addendum #3 has a revision description of Addendum #2.</p> <p>Similarly, plan sheet SG1 revised and released in Addendum #4 has two different revision descriptions, neither of which match the corresponding addendum.</p> <p>For tracking purposes and to ensure the most up to date plan sheets are being referenced, can these revision blocks be updated to match addendum numbers in which they were released?</p>	This will be clarified in an addendum.
62	Appendix M1 Conceptual Plans -SG1	12/15/2023	<p>Construction note 8 on Plan Sheet SG1 in appendix M1 states:</p> <p>"Install Type R1 loop vehicle detectors with required number of turns in accordance with sheets ITD1-3."</p> <p>ITD1-3 do not appear to exist within the M1 conceptual plan set. Can these sheets please be provided?</p>	This will be clarified in an addendum.